2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 129

City of Salem

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City	UI SaleI	11								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Salem				. 1												
~~~ \\\\\\\\\\\\\\\.	4.40	40000	_	From:	00/		L Salem	40/	00/	_	0.004	_	0.505	00000	0	0000
11) West Main St	1.12	19000	G	95%	0%	2%	1%	1%	0%	F	0.084	F	0.535	20000	G	2002
~~				To: From:			SR 112		-							
11) West Main St	1.31	25000	G	97%	0%	2%	0%	0%	0%	F	0.082	F	0.538	27000	G	2002
~				To: From:		ALT U	S 460, 4th	St								
11 West Main St	0.60	29000	G	97%	0%	2%	0%	0%	0%	F	0.083	F	0.523	32000	G	2002
<i></i>				To:		Ac	ademy St		<del></del> -							
11 West Main St	0.35	15000	G	97%	0%	2%	0%	0%	0%	F	0.088	F	0.584	16000	G	2002
)				To:		Col	lege Ave									
~~~				From:		US 46	60, Main S									
11 College Ave	0.26	2700	G	97%	0%	2%	0%	0%	0%	F	0.101	F	0.617	2900	G	2002
~				To: From:	SR	311, Thon	npson Me	morial Dr								
11 College Ave	0.48	5600	G	97%	0%	2%	0%	0%	0%	F	0.087	F	0.669	6200	G	2002
				To:		Col	lorado St									
~~ <u>`</u>				From:			lege Ave									
11 Colorado St	0.51	17000	G	97 <u>%</u>	0%	2%	0%	0%	0%	F	0.09	F	0.591	19000	G	2002
~				To: From:			person Dr									
11 Apperson Dr	0.98	20000	G	97%	0%	2%	lorado St	0%	0%	F	0.083	F	0.546	22000	G	2002
11 Apperson Dr	0.96	20000	G	9170	070	270	0%	0%	0%	F	0.063	Г	0.546	22000	G	2002
~~~				To: From:		SR 419	Electric l	Rd	-							
11 Apperson Dr	1.04	14000	G	97 <u>%</u>	0%	2%	0%	0%	0%	F	0.083	F	0.502	16000	G	2002
~				To:		WCI	L Roanoke	;								
ALT ALT				From:		W	Main St									
11) (460) 4th St	0.40	18000	G	94%	0%	3%	1%	1%	0%	F	0.087	F	0.557	19000	G	2002
~ · ·				To: From:		I	Elm St									
ALT ALT	0.07	40000	_	-	00/			40/	00/	0	0.005	_	0.544	20000	_	2000
11 460 4th St	0.37	19000	G	94%	0%	3%	1%	1%	0%	С	0.085	F	0.511	20000	G	2002
ALT ALT				From:		U	nion St									
11) (460) 4th St	0.29	17000	G	94%	0%	3%	1%	1%	0%	F	0.078	F	0.517	18000	G	2002
11) (400)				т												
ALT ALT				From:		Co.	lorado St									
11) (460) 4th St	0.28	9100	G	95%	0%	2%	1%	1%	0%	F	0.081	F	0.503	9500	G	2002
$\sim$				To:		Roa	noke Blvd									
ALT ALT	0.04		_	From:	00/				00/	_	0.000	_	0.500	40000	•	0000
11) (460) Texas \$	St 0.31	9900	G	95%	0%	2%	1%	1%	0%	С	0.086	F	0.536	10000	G	2002
ALT ALT				From:		Id	daho St									
11 (460 Texas s	St 0.61	6100	G	93%	0%	2%	2%	2%	0%	С	0.081	F	0.694	6400	G	2002
11) (400) . 6/100	0.0.			- F							0.00	•	0.00	0.00	•	
ALT ALT				From:		Lyncl	nburg Tnp	k								
11 460 Texas	St 0.24	2100	G	93%	0%	2%	2%	2%	0%	F	0.095	F	0.948	2200	G	2002
$\rightarrow$				To:			ectric Rd									
ALT ALT	D-1 0.50	40000	_	From:	00/		exas St	00/	00/	_	0.004	_	0.500	00000	0	0000
11 460 Electric	Rd 0.53	19000	G	93% To:	0%	2%	2%	2%	0%	F	0.084	F	0.569	20000	G	2002
ALT.				From:			Main St  Electric	Rd								
ALT 11) (460) E Main	St 0.44	18000	G	94%	1%	2%	1%	2%	0%	F	0.085	F	0.515	19000	G	2002
11) (460) 2 1110	0.11		•	To:	170		Roanoke			•	0.000	•	0.010	10000	Ü	
La adla				From:					, 							
lorth	0.20	25000	G	68%	1%	2%	L Salem 1%	27%	2%	_	0.07	F		26000	G	2002
81			G							F					G	2002
	Combined Traffic:	51000	G	69%	1%	2%	1%	26%	2%	F	0.07	F		51000	G	
				To: From:		SR 112	Wildwood	l Rd								
North																
North 81	0.22	31000	G	68%	1%	2%	1%	27%	2%	F	0.074	F		31000	G	2002
North 81	0.22 Combined Traffic:	31000 64000	G G	68% 69%	1% 1%	2% 2%	1% 1%	27% 26%	2% 2%	F F	0.074 0.074	F F		31000 64000	G G	2002

Second   Combined Traffic: \$1000								City	of Salen	n								
Second   Combined Traffic: \$1000	Route	Len	ngth	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
Combined Traffic   51000   G   70%   7%   2%   7%   2%   2%   2%   F   0.094   F   2000   G   2002	City of Salem																	
Combined Traffic:   S1000   G   69%   1%   28%   14%   28%   28%   28%   F   0.07   F   51000   G			00		_		40/			050/	00/	_	0.004	_		00000	0	0000
Search   State   Sta																		2002
Section   Combined Traffic   64000   G   65%   1%   2%   1%   25%   2%   F   0.074   F   33000   G   2002	Combi	ned Tra	affic:	51000	G	69%	1%	2%	1%	26%	2%	F	0.07	F		51000	G	
Combined Traffic   64000   G   75%   1%   2%   1%   25%   2%   F   0.074   F   33000   G   2002	0 11					To:		SR 112	Wildwood	Rd	-							
Combined Traffic   64000   G   68%   1%   2%   1%   28%   28   2   2   2   2   2   2   2   2		0	4.4	22000	_		40/	20/	40/	250/	20/	_	0.074	_		22000	_	2002
112   Wildwood Rd																		2002
112   Wildwood Rd	Combi	ned Tra	affic:	64000	G	_	1%			26%	2%	F	0.074	F		64000	G	
112   Wildwood Rd						To:		NC	L Salem									
NCL Salem   Note   No						From:		US 11, U	S 460 Ma	in St								
NCL Salem   Note   No	(112)Wildwood Rd	0.4	.44	14000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.534	15000	G	2002
311 Thompson Memorial Dr						To-		NC	L Salem									
311   Thompson Memorial Dr   0.17   7500   G   96%   0%   2%   1%   1%   0%   0%   F   0.101   F   0.596   7900   G   2002						From:		Col	lege Ave		1							
Main St   1100	Thompson Memorial	Dr 0	17	7500	G	96%	0%			1%	0%	F	0 101	F	0 596	7900	G	2002
Thompson Memorial Dr   0.94   11000   G   96%   0%   2%   1%   1%   0%   C   0.108   F   0.612   12000   G   2002	311) Monipson Wemonar	DI 0.	,	7 300	J	30 /0	0 70	270	1 70	1 70	070	'	0.101		0.550	7 300	J	2002
Hawthone Rd	$\overline{}$																	
Second   Column   C	(311) Thompson Memorial	Dr 0.9	.94	11000	G	96%	0%	2%	1%	1%	0%	С	0.108	F	0.612	12000	G	2002
Second   Column   C						To:		Haw	thorne Rd									
NCL Salem	Thompson Memorial	Dr 0	55	11000	G	96%	0%			1%	0%	F	0 101	F	0.571	11000	G	2002
SCL Salem   Foundation   Foun	311) Mempoon Wemonal	0.,	.50		•		J /0			. 70	- 70	•	0.701	•	0.07 1	1.000	9	_002
A19   Electric Rd   0.69   33000   G   98%   0%   1%   0%   1%   0%   1%   0%   F   0.085   F   0.501   33000   G   2002																		
US   1 Appension Dr		_	00	00000	_	<u> </u>	001			401	00/	_	0.00-	_	0.501	00000	_	0000
A17   Electric Rd	419 Electric Rd	0.0	.69	33000	G	98%	υ%	1%	υ%	1%	υ%	F	0.085	F	0.501	33000	G	2002
#19 Electric Rd						To		US 11	Apperson	Dr	-							
Roanoke Boulevard   Roan	A10 Electric Rd	0.	.58	29000	G		0%				0%	F	0.092	F	0.511	29000	G	2002
### ALT US 460 Texas St	419					. —												
ALT US 460 Texas St  ALT US 46																		
419	419 Electric Rd	0.8	.89	20000	G	94%	0%	2%	1%	2%	0%	С	0.084	F	0.622	20000	G	2002
419	<u> </u>					To		ALT US	460 Texa	ıs St	-							
US   1   1   1   1   1   1   1   1   1					_		201					_		_				
419 Electric Rd  0.88	419 / 460   Electric Rd	0.	.53	19000	G	93%	0%	2%	2%	2%	0%	F	0.084	F	0.569	20000	G	2002
419 Electric Rd  0.88 14000 G 94% 0% 2% 1% 3% 0% F 0.084 F 0.591 15000 G 2002  10	$\bigcirc \bigcirc$					To:		US 460	East Mair	ı St	1							
NCL Salem	410 Electric Rd	0.8	.88	14000	G		0%	2%	1%	3%	0%	F	0.084	F	0.591	15000	G	2002
WCL Salem	413					To												
460 11 West Main St						Eram:												
SR 112   SR 112   SR 112   SR 112   SR 112   SR 112   SR 113   SR 112   SR 112   SR 112   SR 113   SR 112   SR 113   S	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	4	40	40000	_		00/			40/	00/	_	0.004	_	0.505	00000	0	0000
Academy St	460 11 West Main St	1.	.12	19000	G	95%	0%	2%	1%	1%	0%	F	0.084	F	0.535	20000	G	2002
August Main St   1.31   25000   G   97%   0%   2%   0%   0%   0%   0%   F   0.082   F   0.538   27000   G   2002	<del>~</del> ~					To:		S	SR 112		-							
ALT US 460, 4th St  460 11 West Main St  0.60 29000 G 97% 0% 2% 0% 0% 0% 0% F 0.083 F 0.523 32000 G 2002  460 111 West Main St  0.35 15000 G 97% 0% 2% 0% 0% 0% 0% F 0.088 F 0.584 16000 G 2002  460 Main St  0.11 22000 G 94% 1% 2% 19% 2% 0% F NA  NA  2002  460 E Main St  0.29 14000 G 94% 1% 2% 19% 2% 0% F 0.081 F 0.557 15000 G 2002  460 E Main St  0.93 13000 G 94% 1% 2% 19% 2% 0% F 0.083 F 0.528 14000 G 2002  460 E Main St  0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.083 F 0.528 14000 G 2002  460 E Main St  0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.083 F 0.528 14000 G 2002  460 E Main St  0.24 18000 G 94% 1% 2% 1% 2% 0% F 0.085 F 0.513 18000 G 2002  460 E Main St  0.44 18000 G 94% 1% 2% 1% 2% 0% F 0.085 F 0.515 19000 G 2002  460 E Main St  0.40 18000 G 94% 0% 3% 19% 19% 0% F 0.087 F 0.557 19000 G 2002  460 E Main St  0.40 18000 G 94% 0% 3% 19% 19% 0% F 0.085 F 0.511 2000 G 2002	460 11 West Main St	1.3	.31	25000	G		0%	2%	0%	0%	0%	F	0.082	F	0.538	27000	G	2002
460   11   West Main St   0.60   29000   G   97%   0%   2%   0%   0%   0%   0%   F   0.083   F   0.523   32000   G   2002						To:		ALTI	C 460 44	Ct								
Academy St   Aca	Mart Main Ct	0.4	00	20000	_	From:	00/				00/	г	0.000		0.500	22000		2002
460 11 West Main St 0.35 15000 G 97% 0% 2% 0% 0% 0% 0% F 0.088 F 0.584 16000 G 2002  460 Main St 0.11 22000 G 94% 1% 2% 1% 2% 0% F NA NA 2002  460 E Main St 0.29 14000 G 94% 1% 2% 1% 2% 0% F 0.081 F 0.557 15000 G 2002  460 E Main St 0.93 13000 G 94% 1% 2% 1% 2% 0% F 0.083 F 0.528 14000 G 2002  460 E Main St 0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.083 F 0.528 14000 G 2002  460 E Main St 0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.087 F 0.513 18000 G 2002  460 E Main St 0.44 18000 G 94% 1% 2% 1% 2% 0% F 0.085 F 0.515 19000 G 2002  460 E Main St 0.44 18000 G 94% 1% 2% 1% 2% 0% F 0.085 F 0.515 19000 G 2002  460 E Main St 0.44 18000 G 94% 0% 3% 1% 1% 0% F 0.085 F 0.557 19000 G 2002  460 E Main St 0.44 18000 G 94% 0% 3% 1% 1% 0% F 0.085 F 0.511 20000 G 2002	460 \ \ 11 \ West Main St	0.0	.60	29000	G	97%	0%	2%	0%	0%	0%	F	0.083	F	0.523	32000	G	2002
Main St   0.35   15000   G   97%   0%   2%   0%   0%   0%   F   0.088   F   0.584   16000   G   2002	<del>*</del> *					To-		Aca	ademy St		-							
Main St   O.11   22000   G   94%   1%   2%   1%   2%   0%   F   NA   NA   2002	460 (11) West Main St	0.3	.35	15000	G		0%	2%	0%	0%	0%	F	0.088	F	0.584	16000	G	2002
460   E Main St   0.11   22000   G   94%   1%   2%   1%   2%   0%   F   NA   NA   2002    460   E Main St   0.29   14000   G   94%   1%   2%   1%   2%   0%   F   0.081   F   0.557   15000   G   2002    460   E Main St   0.93   13000   G   94%   1%   2%   1%   2%   0%   F   0.083   F   0.528   14000   G   2002    460   E Main St   0.24   17000   G   94%   1%   2%   1%   2%   0%   F   0.083   F   0.528   14000   G   2002    460   E Main St   0.24   17000   G   94%   1%   2%   1%   2%   0%   F   0.087   F   0.513   18000   G   2002    460   E Main St   0.44   18000   G   94%   1%   2%   1%   2%   0%   F   0.085   F   0.515   19000   G   2002    460   E Main St   0.40   18000   G   94%   0%   3%   1%   1%   0%   F   0.087   F   0.557   19000   G   2002    4LT	400 (1)					To:												
SR 311 Thompson Memorial Dr   From   SR 311 Thompson Memorial Dr   From   WCL Roanoke   SR 419 Electric Rd   Half St   SR 419 St   SR 419 St   SR 419 St   St   St   St   St   St   St   St	Main Ct	0	4.4	22222	_		40/				00/	г	NIA			NΙΔ		2002
460 E Main St  0.29 14000 G 94% 1% 2% 1% 2% 0% F 0.081 F 0.557 15000 G 2002    Lynchburg Tumpike   Lynchbu	460 Siviain St	0.	.11	22000	G	94%	1%	2%	1%	2%	0%	F	NA			NA		2002
460 E Main St  0.29 14000 G 94% 1% 2% 1% 2% 0% F 0.081 F 0.557 15000 G 2002    Lynchburg Tumpike   Lynchbu	<del>~</del>					To:	SR	311 Thon	npson Mer	norial Dr	-							
Lynchburg Tumpike   Lynchburg Lync	460 E Main St	0.3	.29	14000	G						0%	F	0.081	F	0.557	15000	G	2002
460 E Main St  0.93 13000 G 94% 1% 2% 1% 2% 0% F 0.083 F 0.528 14000 G 2002    Kessler Mill Rd   From:   Kessler Mill Rd   From:   SR 419 Electric Rd   WCL Roanoke   From:   W Main St   WCL Roanoke   From:   W Main St   W Main St   O.40 18000 G 94% 0% 3% 1% 1% 0% F 0.087 F 0.517 19000 G 2002    ALT   Grown   From:   W Main St   O.40 18000 G 94% 0% 3% 1% 1% 0% F 0.085 F 0.511 20000 G 2002	.50					т.	-											
Top   No.   Top   No.	~~~	_	00	40000			401				- 60/		0.000		0.500	4 4000		
460 E Main St 0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.087 F 0.513 18000 G 2002    SR 419 Electric Rd   SR 419 Electric Rd   SR 419 Electric Rd   From: WCL Roanoke   W Main St   W Main St     460 4th St 0.40 18000 G 94% 0% 3% 1% 1% 0% F 0.087 F 0.557 19000 G 2002    ALT   Elm St   Elm St   ALT   Elm St	460 JE IVIAIN St	0.9	.93	13000	G	94%	1%	2%	1%	2%	υ%	F	0.083	F	0.528	14000	G	2002
460 E Main St 0.24 17000 G 94% 1% 2% 1% 2% 0% F 0.087 F 0.513 18000 G 2002    Top	<del>~</del>					To:		Kess	ler Mill Ro	1								
SR 419 Electric Rd   SR 419	460 E Main St	0.3	.24	17000	G		1%				0%	F	0.087	F	0.513	18000	G	2002
460 E Main St 0.44 18000 G 94% 1% 2% 1% 2% 0% F 0.085 F 0.515 19000 G 2002    ALT	100				-												-	
ALT WCL Roanoke    From:   W Main St	~~				_		451					_		_				
ALT W Main St	460 SE Main St	0.4	.44	18000	G	94%	1%				0%	F	0.085	F	0.515	19000	G	2002
ALT From: Elm St	<del></del>					To:		WCI	Roanoke	;								
460 4th St 0.40 <b>18000 G</b> 94% 0% 3% 1% 1% 0% F 0.087 F 0.557 19000 G 2002  ALT Elm St  460 4th St 0.37 <b>19000 G</b> 94% 0% 3% 1% 1% 0% C 0.085 F 0.511 20000 G 2002	ALT					From:		W	Main St		Ī							
ALT From: Elm St	460 (4th St	0 4	.40	18000	G	94%	0%			1%	0%	F	0.087	F	0.557	19000	G	2002
ALT 460 4th St 0.37 <b>19000 G</b> 94 <u>% 0% 3% 1% 1% 0%</u> C 0.085 F 0.511 20000 G 2002	100	٥.			-		- / •			. , •		-		•			-	
460 4th St 0.37 <b>19000 G</b> 94 <u>% 0% 3% 1% 1% 0%</u> C 0.085 F 0.511 20000 G 2002	ALT					From:		I	Elm St									
		0 :	.37	19000	G	94%	0%	3%	1%	1%	0%	С	0.085	F	0.511	20000	G	2002
rindon Ni		0.			_	To:	2,0			. , 0		-	2.000	•			•	_502

						City of Saler	n								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Salem															
ALT ALL OF	0.00	47000	_	From:	00/	Union St	40/	00/	_	0.070	_	0.547	40000	_	0000
460 4th St	0.29	17000	G	94%	0%	3% 1%	1%	0%	F	0.078	F	0.517	18000	G	2002
ALT				To: From:		Colorado St		-							
460 4th St	0.28	9100	G	95%	0%	2% 1%	1%	0%	F	0.081	F	0.503	9500	G	2002
400				To:		Roanoke Blvo	1								
ALT				From:			l .								
460 Texas St	0.31	9900	G	95%	0%	2% 1%	1%	0%	С	0.086	F	0.536	10000	G	2002
A1.7				To: From:		Idaho St									
ALT Toyon St	0.61	6100	G	93%	0%	2% 2%	2%	0%	С	0.081	F	0.694	6400	_	2002
Texas St	0.01	6100	G	93%	0%	270 270	270	0%	C	0.061	Г	0.094	0400	G	2002
ALT				From:		Lynchburg Tnp	k	-							
7460 Texas St	0.24	2100	G	93%	0%	2% 2%	2%	0%	F	0.095	F	0.948	2200	G	2002
				To:		Electric Rd									
ALT				From:		Texas St									
460 Electric Rd	0.53	19000	G	93%	0%	2% 2%	2%	0%	F	0.084	F	0.569	20000	G	2002
~				To:		E Main St									
				From:		Burwell St									
(1) Market St	0.10	2900	G	97%	0%	1% 1%	1%	0%	С	0.089	F	0.587	3000	G	2002
				To:		Main St									
_				From:		ALT US 460 Tex	as St								
2 Idaho St	0.18	3400	N	97%	0%	1% 1%	1%	0%	Ν	0.085	Ν	0.524	3600	10000 G 6400 G 2200 G 20000 G 3000 G 3600 N 3600 G NA 7500 G 4800 G 5800 G 5800 G NA 2600 G NA 2600 G NA 3300 G NA	2002
				To		Illinois Ave		1							
2 Idaho St	0.27	3400	G	From: 97%	0%	1% 1%	1%	0%	F	0.085	F	0.524	3600	G	2002
2)				To:		Lynchburg Tnp									
				From:		Front Ave		i							
3 King Street	0.07	NA				Front Ave				NA			NΔ		
(3) King Street	0.07	147		To:		Colorado St		1		147 (			1471		
				From:				<u>!</u>							
Mill La	0.37	7100	G	96%	0%	W Riverside D	1%	0%	С	0.092	F	0.571	7500	G	2002
4 Mill La	0.57	7 100	G	To:	0 70	W Main St	1 70	070	C	0.032	'	0.57 1	7 300	J	2002
				From:											
Diverside Dr	0.40	4000	_	<u> </u>	0%	WCL Salem 1% 1%	0%	0%	_	0.400	_	0.500	4000	_	2002
8002 Riverside Dr	0.40	4600	G	98% To:	U%		0%	0%	F	0.103	F	0.589	4000	G	2002
				From:		Mill Rd Mill Ln									
8002) Riverside Dr	0.93	5500	G	<u> </u>						0.106	F	0.524	5800	G	2002
				To:		T 1 00 1 1	1.0.1								
8002) Riverside Dr	0.25	5500	G	From:		Twelve OClock Kn	ob Ka			0.101	F	0.608	E900		2002
(8002) Riverside Dr	0.25	5500	G							0.101	Г	0.006	5000	G	2002
$\overline{}$				From:		Mulberry St									
(8002) Riverside Dr	0.87	NA								NA			NA		
				To:		US 11									
				From:		Roanoke Blvo	l								
(8004) Colorado St	0.29	2500	G	98%	0%	1% 1%	0%	0%	С	0.108	F	0.697	2600	G	2002
$\bigcirc$				To		4Th St		1							
8004) Colorado St	0.52	13000	G	98%	0%	1% 1%	0%	0%	F	0.088	F	0.558	13000	G	2002
				To:		Sinclair Bridg									
				From:	12	29-8006 South Mark									
8004) Burwell Street	0.11	NA								NA			NA		
				To:		Broad Street									
				From:		Burwell St									
8006) Roanoke Blvd	0.48	3100	G	98%	0%	1% 1%	0%	0%	F	0.093	F	0.611	3300	G	2002
				To-		4Th St									
				From:		Main St									
8008) Lynchburg Tnpk	0.17	3600	G	98%	0%	1% 1%	0%	0%	F	0.082	F	0.569	3700	G	2002
, , , , , , , , , , , , , , , , , , , ,	<b>.</b>	•	_	T	•		•				-		2.30	-	
Lymphhimm C-l Till	0.07	4202		From:	00/	Idaho St	00/	00/		0.400		0.570	4.400		2022
8008 Lynchburg Salem Tnpk	0.67	1300	G	98%	0%	1% 1%	0%	0%	F	0.103	F	0.578	1400	G	2002
				To-		Texas St									

				City of Saletti											
Route	Length	AADT	QA	4Tire	Bus				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Salem								_							
<u> </u>			_	From:		Texas St			_		_			_	
Lynchburg Tnpk	0.25	5900	G	98%	0%	1% 1%	0%	0%	F	0.097	F	0.699	6200	G	2002
<u> </u>				To: From:		Electric Rd		-							
Lynchburg Salem Tnpk	0.44	6500	G	94 <u>%</u>	0%	2% 2%	3%	0%	С	0.087	F	0.576	6800	G	200
<u> </u>				To-		ECL Salem									
^				From:		Texas St							9 6200 G 6 6800 G 3 8200 G 2 10000 G 8 13000 G 5 3700 G 4 4800 G 5 5200 G 4 1800 G 4 1800 G 1 1800 G 1 1800 G		
Roanoke Blvd	0.41	7800	G	94%	0%	2% 2%	3%	0%	F	0.1	F	0.533	8200	G	200
				To:		Pearl St									
Roanoke Blvd	0.30	9500	G	98%	0%	1% 0%	0%	0%	С	0.104	F	0.502	10000	G	2002
				To		Flectric Rd									
010) Roanoke Blvd	1.30	13000	G		0%		0%	0%	F	0.102	F	0.538	13000	G	200
010) 1104.10110 2.114				To:	0,0		0,0		•	00_	•	0.000	.0000		_00
				From:				Ī					AAWDT QW  AAWTT QW  AAWTT QW  AAWTT QW  AAWTT QW  AAWTT QW  AAWDT QW  AAWTT QW  AATT QW  AAWTT QW  AATT QW  AAWTT QW  AAWTT QW  AAWTT QW  AAWTT QW		
Dalewood Ave	0.55	3500	G		0%		0%	0%	F	0 108	F	0.635	3700	G	200
018) Dalewood Ave	0.00	0000	·	To:	070		070	070	•	0.100	•	0.000	0700	Ü	200
				From:		Dalewood Ave									
018) Green Ridge Rd	0.19	4600	G	98%	0%	1% 0%	0%	0%	F	0.104	F	0.574	4800	G	200
				To:		NCL Salem								G G G G G G G G G G G G G G G G G G G	
<u></u>				From:		SCL Salem									
037) Twelve O'Clock Knob R	0.98	1200	G	96%	0%	2% 1%	Truck	G	200						
<i>-</i>				To:		Riverside Dr									
				From:		SCL Salem							-actor  0.699 6200 G  0.576 6800 G  0.576 6800 G  0.533 8200 G  0.502 10000 G  0.538 13000 G  0.635 3700 G  0.676 1300 G  0.676 1300 G  0.665 5200 G  0.623 4100 G  0.554 1800 G  0.554 1800 G  0.642 1600 G  0.642 1600 G  0.550 3200 G  310 G  700 G  4600 G		
Diuguids La	0.09	5000	G	96%	0%		1%	0%	F	0.113	F	0.665	5200	G	200
				To:											
				From:				Ī							
051) Eddy Ave	0.18	3900	G	96%	0%		1%	0%	F	0.116	F	0.623	4100	G	200
031) = 031, 1110				To:		Union St									
				From:		Eddy St									
051) Union St	0.69	1700	G	96%	0%	2% 1%	1%	0%	С	0.102	F	0.544	1800	G	200
				To-		W Main St									
051) Academy St	0.64	1700	G		0%	Texas St	200								
031)				Section   Sect											
Academy Ct	0.51	4500	_		00/		10/	00/		0.402		0.640	1600		200
Academy St	0.51	1500	G		U%		170	0%	Г	0.103	Г	0.042	1600	G	200
O a salt of a Assa	0.70	4700	_	<u> </u>	40/		40/	00/	_	0.005	_	0.044	4000	0	000
Goodwin Ave	0.72	1700	G		1%		4%	0%	F	0.095	F	0.611	1800	G	200
	4.05		_		40/		40/	00/	_	0.000	_	0.550	0000	_	000
065 Kessler Mill Rd	1.65	3000	G		1%		4%	21rail         Hour         Factor           0%         F         0.097         F         0.699         6200           0%         C         0.087         F         0.576         6800           0%         F         0.1         F         0.533         8200           0%         C         0.104         F         0.502         10000           0%         F         0.102         F         0.538         13000           0%         F         0.103         F         0.635         3700           0%         F         0.104         F         0.574         4800           0%         F         0.095         F         0.676         1300           0%         F         0.113         F         0.665         5200           0%         F         0.116         F         0.623         4100           0%         F         0.087         F         0.544         1800           0%         F         0.103         F         0.642         1600           0%         F         0.095         F         0.611         1800           0%         C         0.088	G	200					
0.101			_	From:		College Ave					_		0.10		
3rd St		300	G							0.162	F		310	G	200
				10.											
	<del></del>	<del></del>		From:		Tennesee St				<del></del>		<del></del>			
6th St		660	G							0.197	F		700	G	200
				To:		College Ave									
				From:		Delaware St									
8th St		4400	G							0.097	F		4600	G	200
				To:		Florida St									
				From:		Valledale Rd									
Bonavista Rd		100	G							0.119	F		110	G	200
				To:		Ft Lewis Blvd									
				From:		Shanks St		Ī							
Burwell St		1200	G			~-mm5 5t				0.101	F		1200	G	200
•			-	To-		Chestnut St				-					
						Cheshiut St									

l enath	ΔΔΠΤ	ΟΔ	4Tire	Rus					. 00	Peak	OK	Dir Factor	Λ Λ\Λ/DT	ΟW	Yea
Longar	וטאא	Q, A	71110	Бао	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q I V		70000	QII	100
			From:		Bu	ırwell St									
	330	G								0.085	F		350	G	200
			To:			2nd St									
			From:		Ga	rdner Dr									
	290	G	· · · · ·							0.139	F		310	G	200
			To:		Но	oward Dr									
			From:		L	ogan St									
	830	G								0.091	F	0.651	880	G	200
			To-		NC	L Salem									
			From:		Rane	dolph Ave									
	550	G	-							0.122	F		580	G	200
			To:		Kes	sling Ave									
			From:		Kee	sling Ave									
	120	G	-							0.096	F		120	G	200
			To-		Ran	dolph Ave									
			From:		Car	olina Ave		1							
	150	G	-							0.108	F		160	G	200
			To:		Mis	souri Ave									
			From:		Vall	levdale Rd		1							
	3000	G	<u> </u>					<u> </u>		0.099	F		3100	G	200
			To:		W	Main St									
			From:		Rich	nfield Ave									
															200:
	300	G								0.102	F		310	G	200
	Length	290 830 550 120	330 G 290 G 830 G 550 G 120 G	330 G From	330 G  To:    From	Care   Care	Carolina Ave	Carolina Ave	Carolina Ave   Caro	Same   Start   Start	Carolina AADT	Carolina AADT	Mad	AADT   QA   4     Pow   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Hour   QR   Factor   AAWD	Carolina AADT